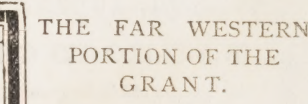


A Kodak Gray Scale color calibration chart. It features 18 numbered steps (1-18) in a vertical column. To the right of the steps are three color bars: a yellow bar with steps 1-5, a cyan bar with steps 6-10, and a magenta bar with steps 11-15. To the left of the steps are three color bars: a blue bar with steps 1-5, a green bar with steps 6-10, and a red bar with steps 11-15. The chart is labeled 'KODAK Gray Scale' at the top and 'Kodak LICENSED PRODUCT' at the bottom.

should weigh greatly with me in choosing a location, unless it be the convenience afforded by the establishments already existing in the close or sparsely settled certain districts. If I desired to engage in grain-growing, and fancied rolling ground with abundant timber, I should choose the latter parts of the valley—for instance, near the Cotoonwood river, or the towns of Florence, Peabody and Newton, where schools, churches and social advantages are to be had. If I desired broad, level bottoms, I should go further west. If I sought, as many will, a well-settled country with thrifty towns in which to trade, and a religious atmosphere is an object of solicitude, and in which whiskey drinking and other vices are tabooed by public sentiment as well as by law, I should choose the latter. I should find a home in or near Wethington or Peace.—Were I to engage in stock-raising, I should search out my location all the way from a station to Petersburg, a distance of about 100 miles, and among rolling uplands twenty miles wide by one hundred miles in length, covered with a luxuriant carpet of rich grasses, and of which the Great Valley is the center of growth, the best for the raising of cattle, trade, and natural furs, and must be the place for me for the next few years to come. But it should be remembered, if one is tempted to go still further west, that the country is a new room yet, settlement progresses most conveniently for all concerned when it does with an unbroken front, and no scattered, single, or small settlements. One must get and solve and vanquish all the questions and problems that arise in all newly-settled districts, and that the cheapest lands on the whole are those on which they have a higher price, yet have as a valuable compensation the advantages of neighbors, schools, churches, towns, markets, communities, and the conveniences of civilized life. There is ample scope and verge enough east of Fort Larned and Dodge for thousands upon thousands of homesteads and hundreds of thrifty towns and villages.

HENRY STEWART,
 ART. EDITOR AM. AP.



The Railroad was built from Dodge City to Sargents, Colorado, (at the west line of the State of Kansas) late in the year 1872, and completed on the 28th of December of that year. There are four counties in this district. The distance is one hundred and fifteen miles. The country has the same general characteristics as the country existing between Fort Bent and Dodge City. A few settlers have pushed ahead of the regular tide of immigration and have located their claims all through the valley in this district, and at Sargents, a point fourteen miles east of Sargent, and situated in about the centre of the portion of a party of homesteaders, who have come from New York, have located the trials of the pioneer life of the border and located there.

The writer took a trip at the close of February, 1873, over the whole line of the Adirondack, Topoka & Santa Fe R.R. He left New York, then took a wagon and team, and traveled once through the whole Adirondack Park, and then to Santa Fe Valley by Pueblo. We arrived at Las Animas, a little town about 70 miles west of Santa Fe, on the 1st day of May, and reached Topoka & Santa Fe Railroad on the 5th day at noon, and hearing of some fine farms that were for sale, we went to be seen about 30 miles away, where the Purgatoire river erupts into the Colorado. We were met over and called on Mr. Prowers and Mr. Boggs, two of the proprietors. Mr. Prowers is a cattle man, and owns 4,000 head of cattle. Mr. Boggs owns 2,000 head of cattle. They were most hospitable, and told the story of their lives and success. Prowers had begun with two hundred and thirty-four dollars, and was enabled to buy a fine estate, valued at \$100,000, and he had at \$80,000 at least, no finer farms, nor finer stock, can anywhere be seen than those we visited on that

These men are stock farmers, and had only sixteen acres under cultivation, which they worked together, (their houses lie within a stone's throw of each other.) They had "taken out a ditch" some years before, but had not irrigated their land once during the last two years.

NEW TERMS OF SALE.

*An opportunity for the Poorest Man
to obtain a Farm and pay for
it from the Products
of his Land.*

NOTE THESE IMPORTANT POINTS, THE FULL
PARTICULARS OF WHICH ARE GIVEN IN
ANOTHER COLUMN.

FACT NO. 1.—Under system No. 1 the Rail-
road Company deducts at the end of the third
year and each year thereafter, 20 per cent. from
all payments due, if the purchaser has cul-
tivated and improved one-fifth of his land.

FACT NO. 2.—Under system No. 2 THE
RAILROAD COMPANY REQUIRES NO PAYMENT
FROM THE PURCHASER DURING THE FIRST
FOUR YEARS, EXCEPT THE INTEREST ON SECURED
LOANS. AT THE END OF THE FIFTH YEAR
a reduction of 10 per cent. for improve-
ments is made at the end of the fourth, and
every year thereafter, if the purchaser has im-
proved one-fifth of his land in the first four
years. THIS IS THE BEST OPPORTUNITY EVER
GIVEN TO THE POOREST MAN TO OBTAIN A FARM
BY LIMITED MEANS, who wishes to use all his
available cash in improvements on his Land.

☞ *Think well over this. It is a new fea-
ture in Land Sales. It is founded on the ver-
ified fact that the poorest man can make a
limitation on the part of the railroad company
to help those who help the railroad by produ-
cing business for it.*

FACT NO. 3.—Under system No. 3 the Rail-
road Company makes a reduction of 20 per
cent. from its prices to those who buy on two
years' credit.

FACT No. 4.—Under system No. 4 a Reduction of 20 per cent. is also made from the appraisement prices when all purchase money is paid down, and deed given.

FACT No. 5.—All persons who buy on Long Credit are allowed to pay up at any time they desire to do so, and obtain a Deed to their Lands, and receive the following additional Reductions:

For paying up in one year, Reduction of 18 per cent. For paying up in two years, Reduction of 15 per cent. For paying up in three years, Reduction of 12 per cent. For paying up in four years, Reduction of 10 per cent.

FACT No. 6.—Purchasers who settle upon and cultivate their Lands, can depend on the most fair and liberal treatment from the Railroad Company, and in the event of their being unable to meet their payments, a candid and truthful statement of the circumstances to the Land Office will insure them the right to obtain additional time if the facts presented warrant it.

A BETTER OPPORTUNITY FOR OBTAINING A DEED, AND A MORE FREQUENTLY OFFERED, AND PROBABLY NEVER WILL BE.

TERMS OF SALE.

IN EFFECT ON AND AFTER JULY 16TH, 1873.

No. 1.—*Eleven Years' Credit with 7 per cent. Interest.* On the date of purchase one-third of the principal, with 7 per cent interest on the balance. The first and second year only the interest at 7 per cent. each year; the third year, and each year thereafter, one-tenth of the principal, with 7 per cent interest on the balance until the whole is paid.

The main point in our system of credit is the *large premium for improvements*, or in other words, the *heavy deductions* which we give, in addition to our low rates and long credit, and to all people who actually settle upon the land purchased from the company, and proceed to improve it. Under this system the Railroad Company deducts at the end of the third year, and each year thereafter, 20 per cent. from all purchases of land, if the purchaser has cultivated and improved one-fifth of his land. This is best explained by the following:

EXAMPLE.

100 acres sold November 1st, 1873, at \$50 per acre, \$5000.

100 acres sold December 1st, 1874, at \$50 per acre, \$5000.

100 acres sold January 1st, 1875, at \$50 per acre, \$5000.

November 1st, 1875, maturity of the amount of \$15000, as follows:

One year's interest on deferred payments, (\$5000), at 7 per cent.	\$350 00	\$15350 00
Deferred PAYMENTS.		\$50 00 \$300 00

Date.	Prinl.	Intst.	Total.	Debit to Imp'rs.	Balance to Buyer.
Nov. 1st, 1874	\$50 00	\$50 00	.....	\$450 00
" 1st, 1875	50 00	100 00	.....	400 00
" 1st, 1876	44 80	144 80	.....	355 20
" 1st, 1877	39 60	184 40	.....	315 60
" 1st, 1878	34 40	218 80	.....	281 20
" 1st, 1879	29 20	248 00	.....	251 20
" 1st, 1880	24 00	272 00	.....	227 20
" 1st, 1881	18 80	290 80	.....	208 40
" 1st, 1882	13 60	314 40	.....	194 80
" 1st, 1883	8 40	332 80	.....	184 00
" 1st, 1884	3 20	346 00	.....	176 00

No. 2.—*Eleven years' Credit with 6 per cent interest—No part of the principal due for four years.* During the first four years no interest is required, and in the last seven years one-eighth of the principal with seven per cent interest on the balance.

Under this system we also give a premium for improvements, by making deduction of one-tenth from the principal and interest, if the purchaser has cultivated and improved one-fifth in four years, which reduction takes effect as soon as the principal becomes due, and continues thereafter.

This is illustrated by the following:				EXAMPLE.	
EXAMPLE.				November 1, 1875, 100 acres at \$5 per acre.....	\$500 00
100 acres sold Nov. 1, 1875, at \$5 per acre, amounts to \$500.00.				Cash discount of 20 per cent.....	100 00
The payments will be due as follows:				Total amount of payment.....	\$ 400 00
November 1st, one year's interest deferred payment, \$5 00				Sales on any other terms than those mentioned above, to be discontinued after November 1st, 1875.	
DEFERRED PAYMENTS.				No. 5.— <i>Paying Cash at any time for Balance due.</i> This is where the purchaser, on long time under either No. 1 or 2, pays up in full before maturity, and takes deed. In such case if he pays up in full at the close of the first year he is allowed a reduction of eighteen (18) per cent. for cash on the balance of principal then due, fifteen per cent. second year; twelve per cent. third year; ten per cent. fourth year.	
Date.	Prin'l.	Intst.	Total.	Due to be paid.	Due to be paid.
Nov. 1st, 1875	100.00	5.00	56.00	56.00	
Nov. 1st, 1876	100.00	5.00	56.00	56.00	
Nov. 1st, 1877	100.00	5.00	56.00	56.00	
Nov. 1st, 1878	100.00	5.00	56.00	56.00	
Nov. 1st, 1879	100.00	5.00	56.00	56.00	
Nov. 1st, 1880	100.00	5.00	56.00	56.00	
Nov. 1st, 1881	100.00	5.00	56.00	56.00	
Nov. 1st, 1882	100.00	5.00	56.00	56.00	
Nov. 1st, 1883	100.00	5.00	56.00	56.00	
Nov. 1st, 1884	100.00	5.00	56.00	56.00	
Nov. 1st, 1885	100.00	5.00	56.00	56.00	
Nov. 1st, 1886	100.00	5.00	56.00	56.00	
Nov. 1st, 1887	100.00	5.00	56.00	56.00	
Nov. 1st, 1888	100.00	5.00	56.00	56.00	
Nov. 1st, 1889	100.00	5.00	56.00	56.00	
Nov. 1st, 1890	100.00	5.00	56.00	56.00	
Nov. 1st, 1891	100.00	5.00	56.00	56.00	
Nov. 1st, 1892	100.00	5.00	56.00	56.00	
Nov. 1st, 1893	100.00	5.00	56.00	56.00	
Nov. 1st, 1894	100.00	5.00	56.00	56.00	
Nov. 1st, 1895	100.00	5.00	56.00	56.00	
Nov. 1st, 1896	100.00	5.00	56.00	56.00	
Nov. 1st, 1897	100.00	5.00	56.00	56.00	
Nov. 1st, 1898	100.00	5.00	56.00	56.00	
Nov. 1st, 1899	100.00	5.00	56.00	56.00	
Nov. 1st, 1900	100.00	5.00	56.00	56.00	
Nov. 1st, 1901	100.00	5.00	56.00	56.00	
Nov. 1st, 1902	100.00	5.00	56.00	56.00	
Nov. 1st, 1903	100.00	5.00	56.00	56.00	
Nov. 1st, 1904	100.00	5.00	56.00	56.00	
Nov. 1st, 1905	100.00	5.00	56.00	56.00	
Nov. 1st, 1906	100.00	5.00	56.00	56.00	
Nov. 1st, 1907	100.00	5.00	56.00	56.00	
Nov. 1st, 1908	100.00	5.00	56.00	56.00	
Nov. 1st, 1909	100.00	5.00	56.00	56.00	
Nov. 1st, 1910	100.00	5.00	56.00	56.00	
Nov. 1st, 1911	100.00	5.00	56.00	56.00	
Nov. 1st, 1912	100.00	5.00	56.00	56.00	
Nov. 1st, 1913	100.00	5.00	56.00	56.00	
Nov. 1st, 1914	100.00	5.00	56.00	56.00	
Nov. 1st, 1915	100.00	5.00	56.00	56.00	
Nov. 1st, 1916	100.00	5.00	56.00	56.00	
Nov. 1st, 1917	100.00	5.00	56.00	56.00	
Nov. 1st, 1918	100.00	5.00	56.00	56.00	
Nov. 1st, 1919	100.00	5.00	56.00	56.00	
Nov. 1st, 1920	100.00	5.00	56.00	56.00	
Nov. 1st, 1921	100.00	5.00	56.00	56.00	
Nov. 1st, 1922	100.00	5.00	56.00	56.00	
Nov. 1st, 1923	100.00	5.00	56.00	56.00	
Nov. 1st, 1924	100.00	5.00	56.00	56.00	
Nov. 1st, 1925	100.00	5.00	56.00	56.00	
Nov. 1st, 1926	100.0				

THE ADVANTAGES THAT WE OFFER ABOVE THOSE OF OTHER COMPANIES.

We ask much lower prices for our lands than those asked by any other company possessing as fertile a country.

Our terms of payment are eleven years' credit and seven per cent. interest. In addition to this we give

"A REDUCTION"

of from ten to twenty per cent. for improvements upon lands purchased of the Company, as is fully shown forth in our new terms of sale.

Coal is found immediately on the line of the road.

Pine lumber is transported from the Mississippi river at very low rates to all points along the whole line of the road.

Water is abundant everywhere, and is found at a depth of from six to thirty feet.

The climate is infinitely superior to that of any other land grant road, being far enough south to avoid the severe winters and inclement seasons of northern districts, and far enough north to guarantee a vigorous, bracing atmosphere. The valley lands along the Arkansas river are noted for their health, from the high altitude, hence their superiority to the lands in the valley of the same river further south in the State of Arkansas.

The soil of the country is of a varied character, much of that of the eastern portion of the line possessing general characteristics similar to the country called the "Blue Grass Region of Kentucky," while the fertility of the lands

acter, and produces luxurious crops of certain productions which cannot be successfully grown in regions further north.

The rapid continuation of the line into the heart of the business of Colorado, as well as into New Mexico, affords the settler a market for his products in the West, in addition to that which he already has through numerous eastern connections of the line.

The government lands lying contiguous to those of the Atchison, Topeka & Santa Fe Railroad have not been, and cannot be, purchased by speculators to the detriment of the actual settler, as many of our lands are actually better lands, but can be obtained only by the homesteader and pre-emptor, every man who locates upon our lands can do so with the assurance that the land lying contiguous to him will not be held by speculators and kept out of the market for years to come, but it will all be rapidly sold or taken up at the earliest possible moment, thus giving the homesteader an advantage over the speculator. Our advantages are also large in the possession of a first-class Railroad, a good school system, very low taxes, enormous opportunities for raising stock, and all those varieties of importance which go to make up the welfare of a community.

PRICES.

With so large a land grant as three millions of acres, it is of course impossible to give any full statement of prices, but we herewith give the average rates at which our lands are offered in the different counties, and it must be remem-

elsewhere mentioned, the prices of our lands must be estimated at twenty-two per cent. less than herein mentioned, while the rate of interest to parties who improve, is really reduced one and a half per cent. on the interest, making it five and a half instead of seven per cent.

Counties	about	1000	5000	10000
Adair	100	50	100	200
Cherokee	100	50	100	200
Chickasaw	134	67	134	268
Craig	100	50	100	200
Greene	100	50	100	200
Harvey	150	75	150	300
Jefferson	100	50	100	200
Levin	100	50	100	200
Madison	97	48	97	194
Greenwood	100	50	100	200
Hammond	100	50	100	200
Schwartz	90	45	90	180
Washington	100	50	100	200
Wick	100	50	100	200
Rice	182	91	182	364
Sevier	100	50	100	200
Stafford	170	85	170	340
Sumner	100	50	100	200
Pawnee	285	142	285	570
Rock	100	50	100	200
Hodgeman	100	50	100	200
Unimproved counties	850	425	850	1700

There are some few sections of land lying contiguous to stations, and particularly well suited, for which a somewhat higher rate is asked.

THE ARKANSAS VALLEY.

[From the New York Independent, May, 1873.]

"It seems very singular that a country like this should be one of the very last to be settled up, when we hear that it is along the oldest wagon trail of all the States, and that it has the best order. This used to be the highway to New Mexico. Sanderson's Stage Line ran over this before any route existed northward of the Smoky Hill. And now, verily, though the oldest-traveled of all routes, yet it is the last visited by railroads and but just opened to settlement. It is another striking evidence of thir-

The rain-fall being more than sufficient for all purposes. And this was 70 miles west of the last acre owned by the Atchison, Topeka & Santa Fe Railroad.

AVERAGE PRICES.

Horses, \$100 to \$125. Oxen, per yoke, \$60 to \$75. Cows, \$25 to \$35. Plows, \$15 to \$30. Cultivators, \$20 to \$35. Wagons, \$100. Harness, \$30. Coal \$8 a ton. Brick, \$9 50 a thousand.

LUMBER.

We here give a few of the prices sent us by the firm of Charles F. Pierce & Co., who have yards at Emporia, Florence, Newton, and Wichita:

Common boards, per thousand, \$15 00; second and fencing \$35 50; shingles, extra No. 1, \$3 00; flooring \$40 00; sash, 8x10, 12 lights, \$1 50; first siding, \$30 00; second siding, \$25 00; Chicago lath, \$6 50; doors, each, \$2 50.

LOW RATES TO EXPLORERS.

[And these are returned to those who wish.]

In order to give people desiring to see our lands a reduced rate for the double journey, we have adopted the following figures, which will be in effect from and after July 1st, from Atchison to the various points on our road where Lands are located:

ROUND TRIP RATES FROM ATCHISON TO THE UNDERMENTIONED POINTS, AND RETURN.

To Florence, -	\$11 85	To Great Bend, -	\$20 40
" Fairbault, -	12 75	" Pawnee Rock, -	21 40
" Newton, -	14 00	" Larned, -	22 20
" Wichita, -	16 10	" Ciley, -	23 00
" Halstead, -	14 75	" Petersburg, -	23 00
" Hutchinson, -	16 50	" Dodge City, -	26 75
" Peace, -	18 00	" Aubrey, -	33 55
" Ellipton, -	16 00	" Seward, -	33 55

